

Long Beach City Council I-710 Oversight Committee Meeting

Wednesday
June 16, 2004

Systems Approach

- Port diesel emission improvements
- Truck diesel emission improvements
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts
- Enhanced Alameda Corridor

I-710 Freeway Locally Preferred Strategy

We are still listening

I-710 Freeway Locally Preferred Strategy

Based on community input, the
I-710 Oversight Committee
adopted a set of Design Concepts
for improving the I-710 Freeway
in October, 2003

I-710 Freeway Locally Preferred Strategy

We have incorporated these Design
Concepts into a draft plan that is a part
of the

I-710 Corridor Strategy

Strategy Includes

- Port Diesel Emissions Improvements
- Truck Diesel Emissions Improvements
- Enhanced Alameda Corridor
- "On-Dock" Rail
- Local Street Improvements
- Traffic Signal Enhancements
- Improved Transit
- Fees to Offset Local Impacts



I-710 Design Concepts

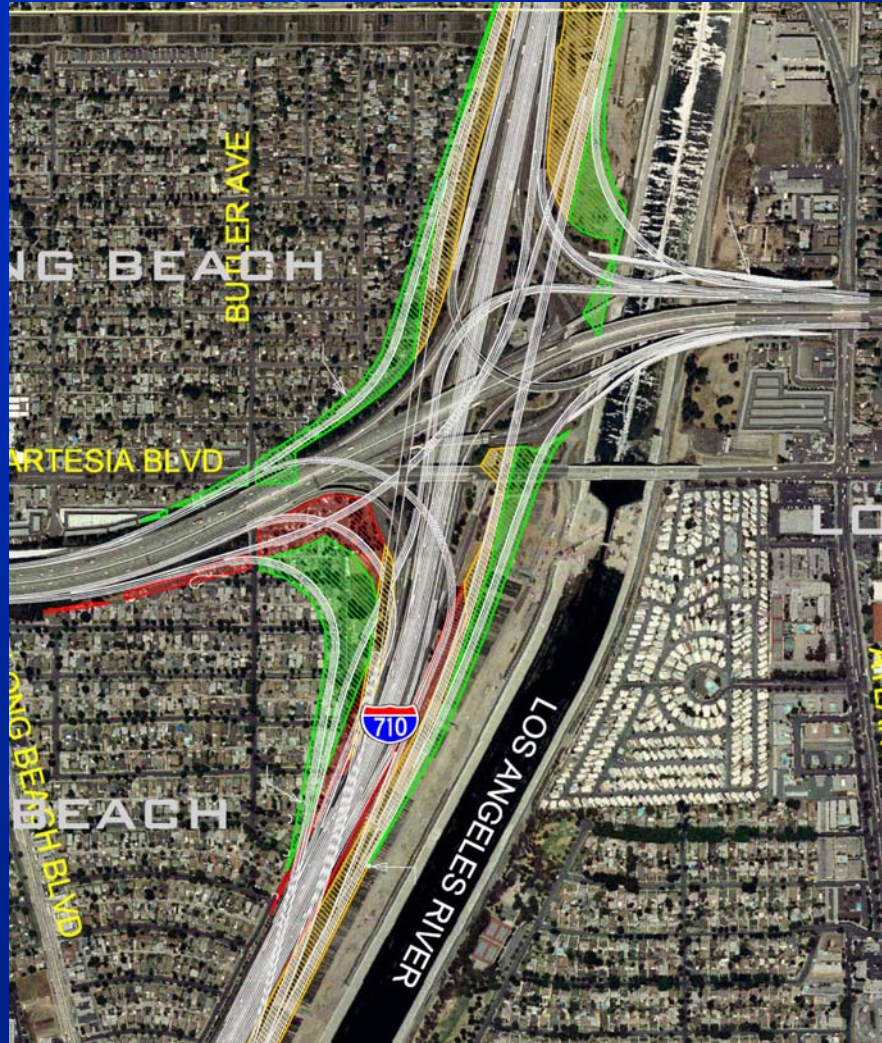
1. Eliminate unnecessary truck ramps at the SR 91 Freeway Interchange to minimize right-of-way impacts

I-710/SR-91 Design Modification Concepts



I-710 Design Concepts

- Original Plan – Residential and Park Impacts



I-710 Design Concepts

- Revised Plan –
No Homes
Taken, 3 back
yards could be
affected

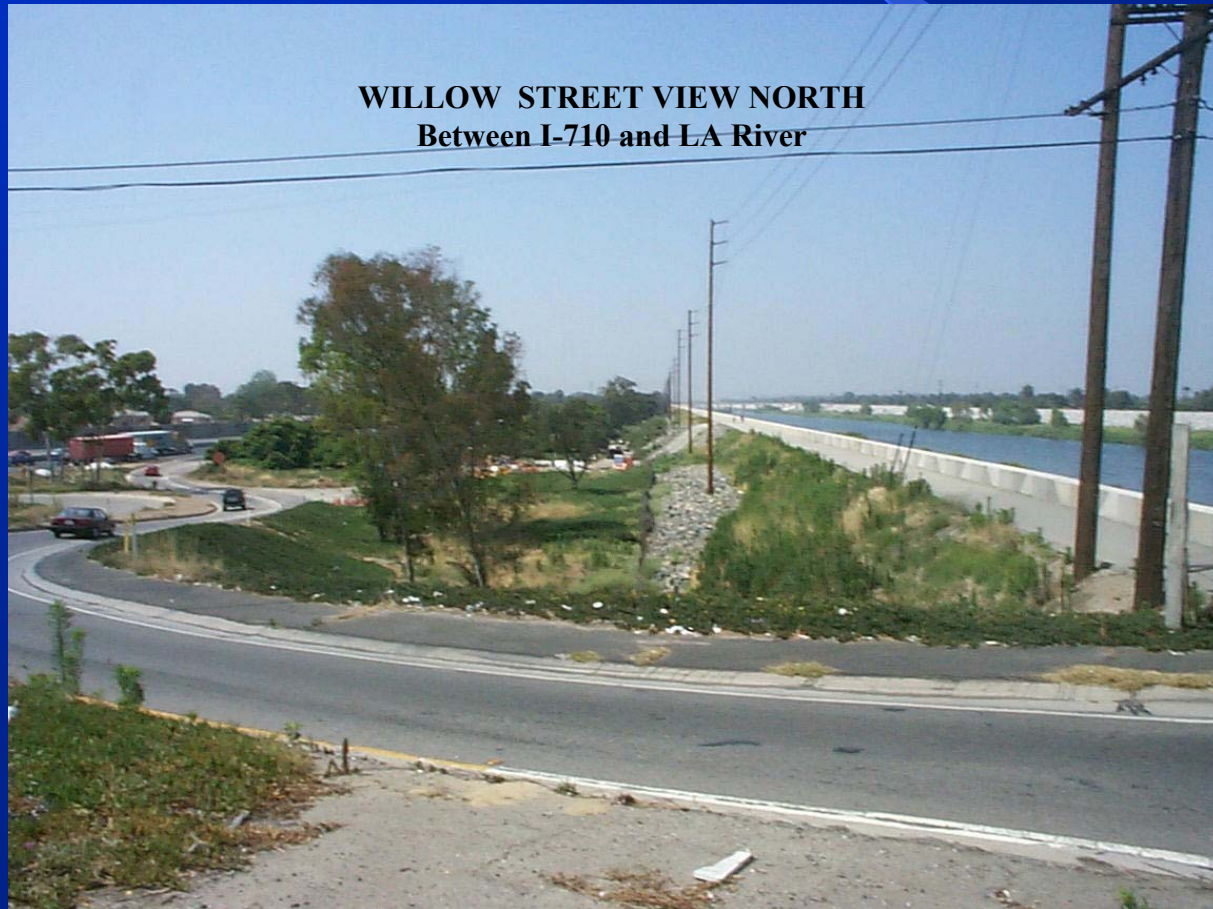


I-710 Design Concepts

2. Utilize the space between the existing Freeway and the Los Angeles River to add capacity and minimize right-of-way impacts

I-710 Design Concepts

- Existing Area



- New Plan

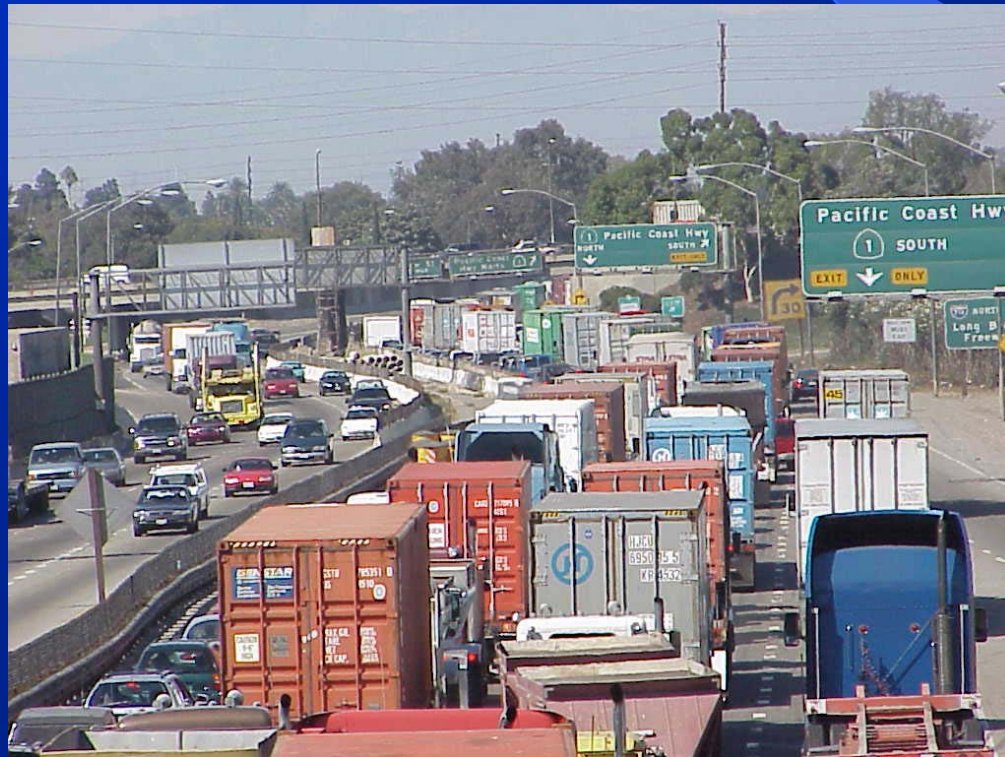


I-710 Design Concepts

3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts

I-710 Design Concepts

- Existing Mixed Traffic

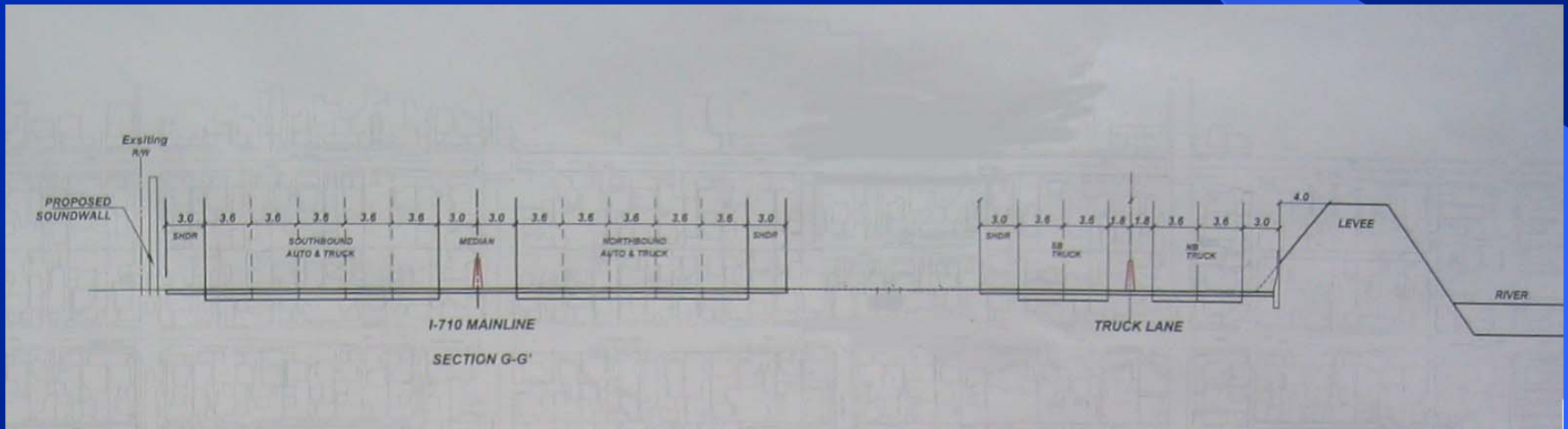


I-710 Design Concepts

- New Plan – At-Grade Segregated Flow

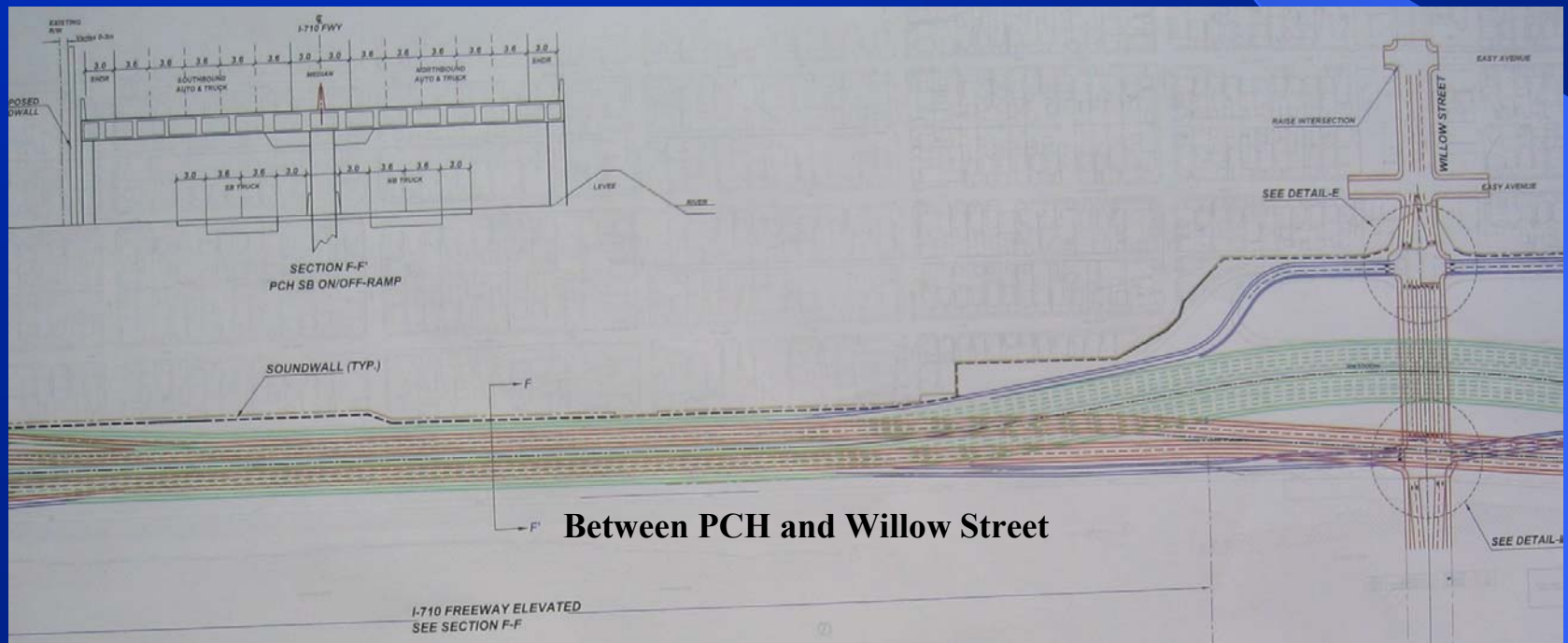


- New Plan – At-Grade Segregated Flow



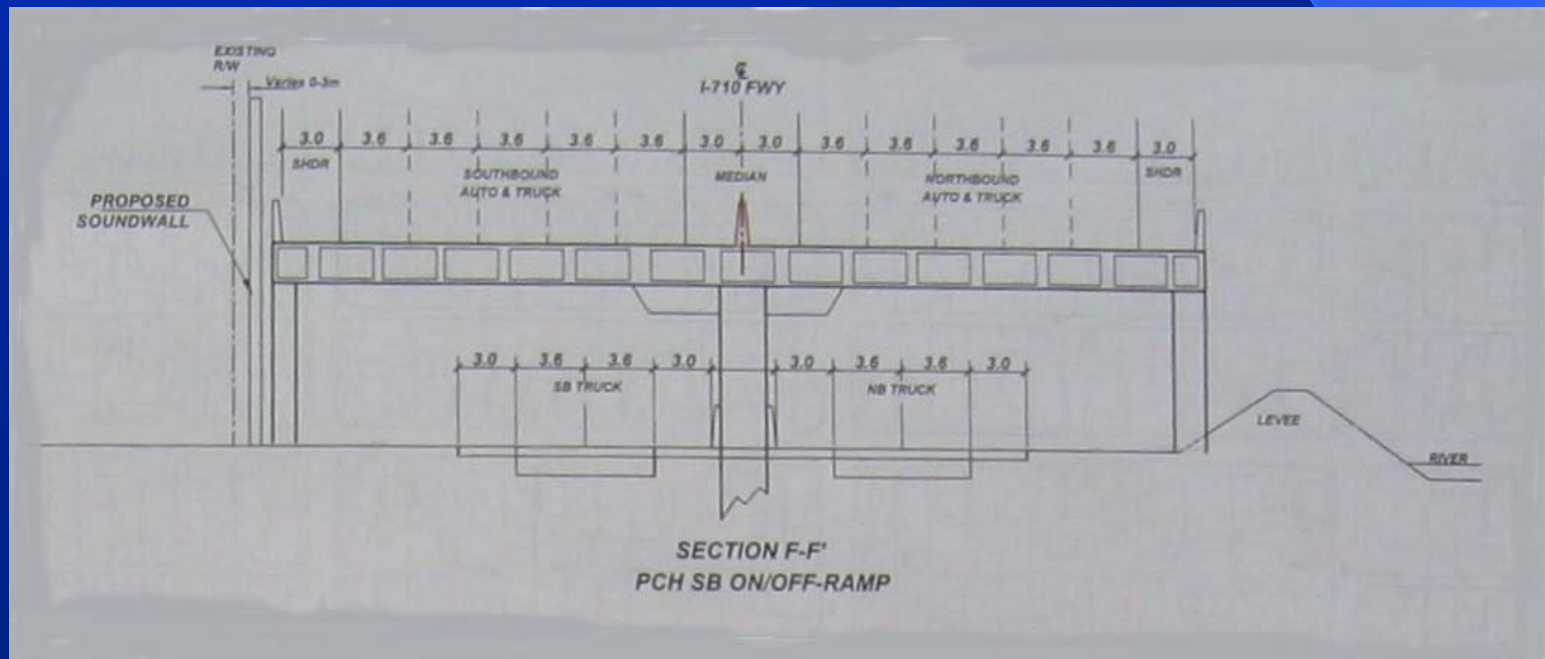
I-710 Design Concepts

- Where right-of-way is limited between PCH and Willow, approximately 900 meters of elevated roads would be created



I-710 Design Concepts

- Exclusive truck lanes will be on the lower level and sound walls will be provided
- Lower Truck Lane between 8 and 20 feet



I-710 Design Concepts

- One condition of approval could be that attractive sound walls must be provided to minimize impacts on adjacent homes



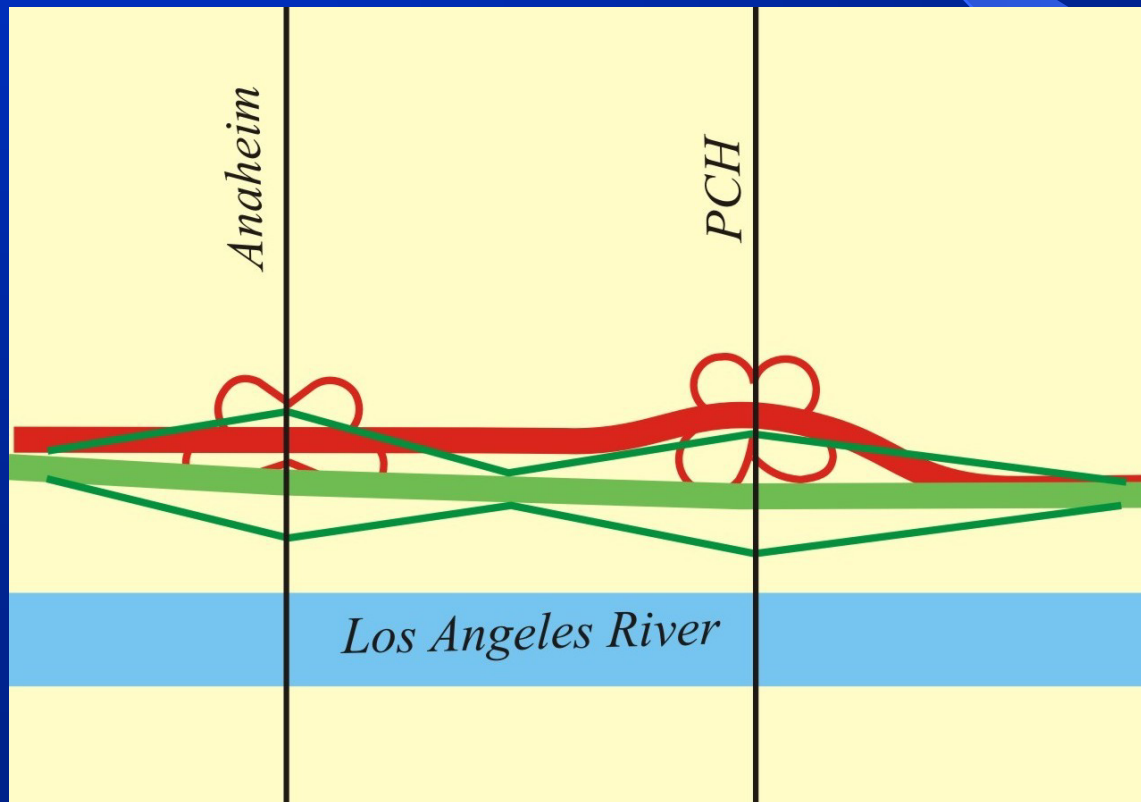
Walls along I-5

I-710 Design Concepts

4. Modify existing freeway on and off ramps to use “diamond” designs where possible to minimize right-of-way impacts and expand opportunities for green space.

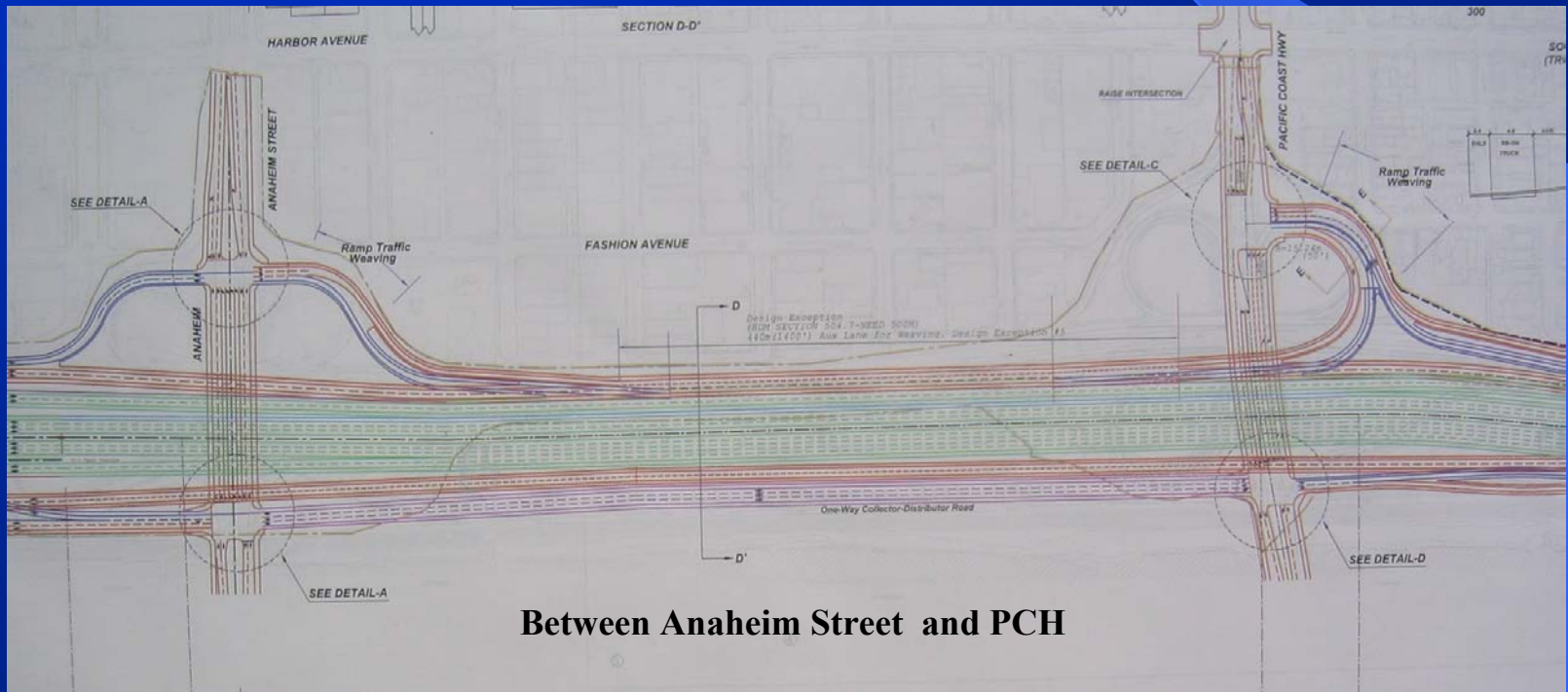
I-710 Design Concepts

- Existing Ramps – at Anaheim & PCH



I-710 Design Concepts

- New Plan – New Ramps and C-D Road



I-710 Design Concepts

5. Eliminate the Terminal Island extension to the I-710 Freeway

I-710 Design Concepts

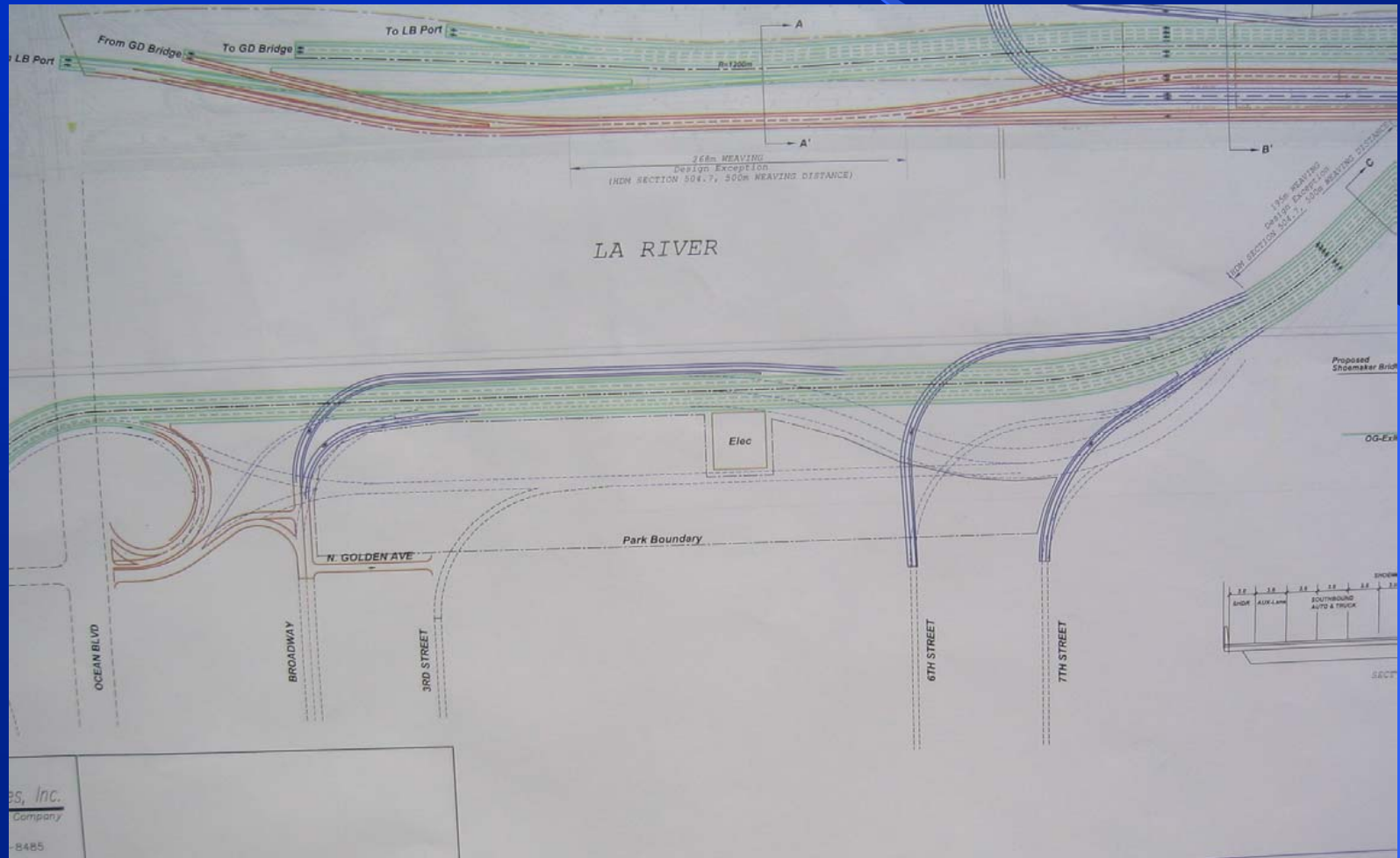


I-710 Design Concepts

6. Redesign the Shoemaker Bridge and realign the ramps into Downtown Long Beach to expand Cesar Chavez Park

[illegible]

I-710 Design Concepts Incorporate Park Master Plan



Opportunities for Review and Comment

- Council Oversight Committee Mar 18, 2004
- Community Meetings Mar-Apr 2004
 - West Long Beach Association March 25th
 - Wrigley Association April 5th
 - ProWest Neighbors United April 7th
 - West End April 8th
 - Coolidge Triangle Homeowners April 21st
 - Sutter Academy May 10th
 - Los Cerritos School May 12th
- Council Oversight Committee April 26th

Summary Changes from Community Meetings

- West Long Beach- Save Houses, Thanks
- Wrigley- eliminate or lower 2nd deck
- ProWest- fix bus air and contact School District
- West End- Coordinate Caser Chavez Park plan with Parks Dept.
- Coolidge Triangle- Save houses and the Park
- Sutter Academy and Los Cerritos School- Move Truckway away from our homes
- All Meetings-Air Quality and Port Growth Concerns

TOWN HALL MEETING

- Wednesday, May 19th , 2004 7PM
- Long Beach Energy Dept. 2400 East Spring St.
- City-Wide discussion of Draft Locally Preferred Strategy , with modifications based on comments from Community meetings since March 18th
Council Oversight Committee Meeting

Next Steps

- LB Council Approves Locally Preferred Strategy, if recommended, on June 22nd
- Council sends Strategy to Gateway Cities for “Tier 2” review, incorporation and OPC approval
- Gateway Cities, MTA and Caltrans begin EIR/EIS process which will take about 3 years, and include significant, additional, local community input